

COUNTRY East Germany
SUBJECT Northern Railroad Ring, Berlin
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DATE STR. 18 August 1952

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SUPPLEMENT TO
REPORT NO. [REDACTED]

The following information was excerpted from documents of the Directorate General, Railroads, Berlin, relative to the Nordring Berlin special railroad construction project:

1. The existing northern section of the Berlin Outer Freight Ring proved to be inadequate for an ever increasing traffic load. Therefore, the Soviet Zone railroad administration made plans for the construction, within the shortest possible time, of an improved line leading from Karow to Johannenendorf, a stretch 16 km long. The embankment required is being built for two tracks but only one track is being laid at present. (1)
2. The project is scheduled to be completed within two months. A total of 450,000 cubic meters of earth will have to be excavated, and 525,000 cubic meters will be used for the embankments. Nine bridges and 23 culverts will have to be built which will require a total of 15,000 cubic meters of concrete and 350 tons of steel. Eighteen km of rails, 10 switch units in addition to 60,000 tons of ballast are required. The rails, which are to be dismantled at the Nordbahnhof, will be delivered by 12 June. (2)
3. Construction Office No 4 of the Berlin regional railroad headquarters is responsible for the execution of the project. The Warren, Hamburg, Cottbus, Brandenburg and Berlin Paunion firms in addition to the private firms of Kallorbach in Erfurt, Stoyer in Leipzig, Schumann in Bautzen, and Koekert in Dessau have been given contracts in connection with this project, which has been subdivided into the following five sections:
Section 1 at Karow covering the distance from kilometer marker 0.0 to 0.35;
Section 2 at R. 109 covering the distance from kilometer marker 0.35 to 1.9;
Section 3 at Heidekrautbahn covering the distance from kilometer marker 1.9 to 8.1;
Section 4 at Bergfelde covering the distance from kilometer marker 8.1 to 10.3;
Section 5 at Birkenswerder covering the distance from kilometer marker 10.3 to 15.4
4. Work on Section 1 requires the widening of the old north curve by 4.5 meters and raising of the Berlin-Bernau line by 2.5 meters so that an underpass can be built for the Nordring. Earth works are to be started on 11 June and the track is to be completed by 28 July 1952. The bridge construction work

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required in this section is also to be completed by this date. Work on Section 2 requires the construction of an embankment, a bridge over the Panke River, an overpass over National Highway No 109, and 10 culverts. Earth works are to be completed by 18 July, track laying by 30 July, bridge construction work by 20 July, and culverts by 30 June 1952.

Work on Section 3 requires the construction of an embankment in addition to excavation work, the construction of a tunnel passage, a railroad overpass over the Heidekraut railroad line which is a single track, branch line of the Berlin-Basdorf line, and 10 culverts. The completion date for moving of earth has been fixed on 10 July, for track construction work on 28 July, for the overpass over the Heidekraut railroad line on 20 July, for the tunnel passage on 10 July, and culverts on 15 June 1952.

Work on Section 4 requires the construction of an embankment besides excavation work, and the construction of two overpasses and three culverts. The completion date for earth works has been fixed on 28 July, for track construction work on 28 July, and for bridge construction work on 25 July.

Work on Section 5 requires the construction of a cut 2.2 km long, an overpass in Bergfelde, and a foot bridge. The completion date for earth works has been fixed on 10 July, for track construction work on 26 July, and bridge construction work on 25 July.

By 5 June, the course of the new line had been surveyed. The various Baumunion firms had taken over their assigned construction sites, and construction sites at Birkendorf, Kuhlenbeck and Karow were being provided with lighting facilities. (3) Only 200 meters of rails instead of the promised 10,000 meters had arrived.

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Comments,

- (1) Information on the Nordring Berlin project, which is a potential threat against West Berlin, was transmitted previously. [] Karow = N 53/Z 96; Hohen Neuendorf = N 53/Z 76. The single track northern section of the Berlin Outer Freight Ring was completed in 1950.
- (2) After the North railroad station, formerly Stettiner Bahnhof, was closed on 18 May 1952, the extensive trackage of this installation was to be dismantled.

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- (3) In order to be able to complete the construction projects within the fixed period of two months, night shifts will have to be worked, particularly on the bridge structures. This requires the installation of lighting facilities at construction sites.

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